NYC Streets Plan

Public Workshop

July 13 & 15, 2021
NYC Streets Plan Overview
Today's Agenda

• NYC Streets Plan Overview and Context
• Breakout Activities
• Wrap-Up
• Post-Workshop Drop-In Session
What is the NYC Streets Plan?

• Five-year plan, to be renewed every five years
• Focus on streets and public spaces
• Will provide a blueprint for project planning
• Will identify priority areas, corridors based on equity and other factors
• Builds on existing NYC DOT programs
Existing Plans

• NYC Streets Plan builds on OneNYC Sustainability Plan

• Several recent DOT plans will inform NYC Streets Plan
  • Green Wave Cycling Plan
  • Better Buses Action Plan
  • Smart Truck Management Plan
  • Vision Zero Plans
Plan Elements

- Vision and Goals
- Indicators and Targets
- Identification of Priority Areas
- Key Project Initiatives
- Funding Analysis
Benchmark Items

- Protected* bus lanes
- Transit Signal Priority intersections
- Bus Stop upgrades
- Protected Bike Lanes installation
- Pedestrian Signal upgrades
- Accessible Pedestrian Signals (APS) installations
- Pedestrian Space creation
- Pedestrian ramp upgrades
- Assess and amend commercial loading zones and truck routes
- Develop parking polices to promote safety, mass transit, emissions reductions, and increased access

*with enforcement cameras or physical barriers.

All items are part of existing DOT programs

LL 195 asks DOT to significantly ramp up level of production

Ability to implement will depend on additional resources (e.g., headcount, facilities, contracts, budget)
DOT Programs

Benchmark Items

Bus Lanes

Improved Bus Stops
DOT Programs

Benchmark Items

Protected Bike Lane

Pedestrian Island
DOT Programs

Benchmark Items

Pedestrian Ramp Upgrade

Accessible Pedestrian Signal
DOT Programs

Benchmark Items

Commercial Loading Zones
DOT Programs

Other DOT Work

Roadway Resurfacing

Bridge Maintenance
DOT Programs

Other DOT Work

Traffic Calming

Streetlight Installation & Repair
DOT Programs

New since 2020

Open Streets

Open Restaurants
Public Engagement

Public Engagement Goals

- Communicate information about the plan
- Provide opportunity for input and dialogue
- Seek input that represents the broad diversity of New Yorkers
- Focused on gathering information on broader transportation issues, in addition to local concerns
Public Engagement

MetroQuest Survey

• Link from DOT Project web page (nyc.gov/nycstreetsplan)

• Activities allow New Yorkers to provide input:
  • Create your Budget
  • Mapping Neighborhood Issues
  • Opinion Survey

• Email blasts, social media, flyers and community boards/electeds outreach to encourage wide participation

• Available in ten languages
Public Engagement

Workshops

• First Round (current)
  • Zoom workshops in July targeted for different geographic zones
  • Activities to complement the Engagement Portal

• Second Round
  • Zoom workshops in Sep/Oct targeted for different geographic zones
  • DOT to present proposed plan details
Public Engagement

Opinion Polls

Evaluate how representative the MetroQuest and Workshop participants are.

Conduct surveys by phone or Internet in communities not well represented.
NYC Streets Plan in Context
NYC Streets Plan

Create safe, welcoming, and attractive public spaces
Increase sustainable travel modes
Prioritize resources equitably
Improve street safety for all roadway users
Expand access to job opportunities
More reliable and affordable travel options
Sustainable and future-proof infrastructure
Expand public participation & proactive outreach
Allocate curb access in a rational manner
Encourage sustainable goods movement

nyc.gov/dot
Vision Zero Overview

• The fundamental message of Vision Zero is that death and injury on city streets is not acceptable

• Vision Zero Action Plan was released in 2014, outlining 63 separate initiatives that the Mayor’s Office and City Agencies are undertaking to reduce death and serious injury on our streets

• Street design improvements to increase safety:
  • Speed limit reductions
  • Slow zones
  • Increased traffic enforcement
  • Speed cameras
  • Protected bike lanes
  • and more
Vision Zero Trends

• Pedestrian fatalities make up the greatest share of traffic deaths

• Traffic fatalities within NYC have generally declined since the inception of Vision Zero in 2014

• Deaths of drivers, passengers, and motorcyclists rose sharply in 2020, to 121 from 68 in 2019 — an increase of 78%. Bicycle and pedestrian deaths fell 7% and 21% respectively.
Street Users

Source: Global Street Design Guide/NACTO
Street Users:
Pedestrians

Includes people of all abilities and ages, sitting, walking, pausing, and resting within urban streets

Requirements:
• Safe spaces with continuous, unobstructed sidewalks
• Accessibility for people with disabilities
• Protection from extreme weather
• Vibrant open spaces for gathering and resting
• Engaging building frontages
• Design for human scale

Source: NYC DOT
Street Users:
Cyclists/Scooters/Micromobility Users

Includes people on bicycles, e-bikes, scooters, and cargo bikes

Requirements:
• Safe, direct, intuitive, clearly delineated spaces
• A cohesive, connected network
• Accessibility of design encouraging use by all ages and confidence levels
• Separation from vehicle traffic
• Proper signal timing
• Safe intersection design

Source: NYC DOT
Street Users: Transit Riders

Includes people using buses or Access-A-Ride, and accessing subway stations

Requirements:
• Convenient, reliable, and predictable service for riders
• Bus stops that are accessible, safe, and comfortable

Source: NYC DOT
Street Users: Motorists

Includes drivers and passengers of private cars, for-hire vehicles, and mopeds/motorized scooters.

Requirements:
• Design of streets and intersections for safe movement
• Management of interactions between motor vehicles, pedestrians, and cyclists
• Even, predictable flow of traffic

Source: NYC DOT
Street Users:  
Freight Operators and Service Providers

Includes people driving vehicles that move goods or conduct critical city services.

Requirements:
• Designated curb access for safe and convenient loading and unloading
• Designated operation space (ie: emergency responders and cleaning vehicles), while ensuring the safety of all other street users

Source: NYC DOT
Street Users: People Doing Business

Includes vendors, street stall operators, Open Restaurants, and owners or renters of commercial storefronts.

Requirements:

• Accommodate space for these uses, which support vibrant, active, and engaging street environments
• Ensure that all street users can access these businesses

Source: Gothamist
Street Users: People With Disabilities

Includes people with low vision, hearing or cognitive disabilities, or limited mobility.

Requirements:
• Street design in compliance with all applicable laws such as the Americans with Disabilities Act (ADA) and the Rehabilitation Act
• Accessible ramps, rails, markings, signage, pedestrian signals, and more

175,000+ low vision or blind pedestrians citywide

Source: Slow Your Roll
What functions does the street serve?

- Travel for bikes, cars, buses, motorized vehicles
- Pedestrian movement and activity
- Parking, bike parking, bike share station
- Deliveries, space for pickup/drop off
- Space for freight and waste
- Landscape- trees, lighting, public art
- Retail and entertainment

Source: Curb Appeal/NACTO
How to balance between different needs and what/who should be prioritized?

Source: Global Street Design Guide/NACTO
BREAKOUT ROOM DISCUSSION

How should we use our streets?

What does equity mean to you in the context of our streets and transportation systems?
• We encourage you to keep your camera on
• Facilitators will call on participants, use the “raise hand” function or request to speak in the chat
• For those joining by phone:
  • Press *9 to raise hand
  • Press *6 mute/unmute yourself
• Add questions and comments in the chat
Activity 1: Instructions

• 2 images will be placed on the screen, each representing a tradeoff in use of the street

• Choose which image best represents your preferred treatment for that street type

Enter “A” in the chat if you generally prefer the image on the left

Enter “balanced” in the chat if you think either could be appropriate

Enter “B” in the chat if you generally prefer the image on the right
A. Street with wide travel lanes

One-way, tree-lined residential street with parking on both sides and a single, wide travel lane.

B. Street with a narrow travel lane and bike lane

One-way, tree-lined residential street with parking on both sides and a single, narrow travel lane. An unprotected, painted bike lane sits between one of the parking lanes and the travel lane.
A. Streets with a variety of uses at the curb (open restaurants, parking, delivery zones, …)

B. Streets that maximize metered parking at the curb

A one-way street with restaurant dining area set up in a roadway along the curb surrounded by wooden barriers filled with plants.

A two-way street with cars parallel parked in the metered parking zone along the curb.
A. Streets that restrict access to buses, trucks and local traffic only (busway)

14th Street, Manhattan. A two-way, bus-dedicated street route painted in red. White letters over the red paint read: Only truck bus.

B. Streets that do not restrict vehicle traffic

Madison Avenue, Manhattan. A one-way street with one parking lane, to unrestricted travels, and dedicated bus lane. White letters over red paint read: Only Bus.
A. Street with no vehicle access restriction

Amsterdam Avenue, Manhattan One-way, multi-lane street with no vehicle restrictions, lined with medium-density mix of residential and ground-floor commercial uses.

B. Streets with temporary street closures (Open Street, block party)

‘Open street’ Amsterdam Avenue, Manhattan. One-way, multi-lane street with police barricades and traffic cones limiting access to pedestrians and bicyclists only. Recreation, seating and on-street dining shown in the travel lanes.
Streets with Many Users

A. Streets that use both curb lanes for parking and deliveries

One-way commercial corridor with parallel parking along the curb. Retail and commercial lines the street. A taxi, UPS truck, and delivery truck can be seen in travel and curb lanes.

B. Streets that use one curb lane for safe bicycle travel

Chrystie Street, Manhattan. A painted two-way bicycle path with a green travel lane and bicyclist icons indicating direction. The bike path sits next to the tree-lined curb. A painted buffer with reflective strips separates the path from a travel lane.
Activity 2: Instructions

• A prompt will be placed on the screen
• Enter the number of the response(s) that you most agree with
  Facilitators will call on participants, use the “raise hand” function or request to speak in the chat
• For those joining by phone:
  • Press *9 to raise hand
  • Press *6 mute/unmute yourself
• Add questions and comments in the chat
Where should DOT focus on building beneficial transportation projects*:

1. Where there are more people and jobs
2. Where there are a higher percentage of residents that are low income and/or people of color
3. Where fewer beneficial projects have been built in the past
4. In communities that suffer from negative effects of past transportation projects, such as highways that physically disconnect neighborhoods and/or create air pollution.

*Note: different communities may have different project priorities
Activity 3: Have you taken the MetroQuest survey?

What key issues are important to you in the neighborhood where you live?

- Challenging bike conditions
- Slow and unreliable buses
- Not enough pedestrian/public space
- Hard to reach location
- Not accessible for persons with disabilities
- Concern about safety
- Congestion
- Other?
Thank you for your participation.
Next Steps

• If you haven't, please take our survey or sign-up for additional workshops at http://nyc.gov/nycstreetsplan

• Reach out to us if you have any other questions or feedback at nycstreetsplan@publicworkspartners.com
Thank You!